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ALAMEDA'S STORY TOLD

How the Accident Happened --- Struck on Fort Point --- List of Passengers and Invoice of Cargo.

SAN FRANCISCO, Oct. 1.—The Examiner says: Suddenly enshrouded in a blinding smother of fog, that swept upon her almost at the harbor mouth, the Oceanic steamship Alameda, bound for Honolulu, with 200 persons aboard her, crashed bows on into the reef at Fort Point about 11:30 yesterday morning, surged into a cradle between two jagged ledges, and hung there helplessly. Fortunately no lives were lost, and it is expected that the cargo will all be saved, but in the face of the terrible disaster which might easily have occurred under the same conditions every mariner, ship-owner and sea-goer on the coast will insist upon knowing why neither of the government foghorns at Fort Point and Limo Point sounded any warning, and how the Alameda's pilot, C. B. Johnson, happened to be two points off his course without knowing it.

When the Alameda left her berth at the Pacific-street wharf, at 11 o'clock yesterday, the skies were blue and the face of the waters in the bay lay smooth as any floor. The tide was nearly at the flood, and there was no appreciable current to be reckoned with, and the great vessel backed into the channel and pointed her prow toward the Golden Gate with never a hint of danger anywhere.

NO THOUGHT OF DANGER.

Her pilot and her master, Captain Dowdell, lounged against the railing on her bridge, as they had done many times before. Her chief officer, Mate Anderson, paced the topgallant forecastle with the man on the lookout. Her passengers crowded the port gangway of the promenade deck to bid farewell to each familiar landmark of the city's rim as it slipped slowly past them.

All went well until the Alameda arrived at a point midway between Aleatraz island and Meiggs wharf. In that location, the attention of her officers having been attracted by the wild whistlings of a small launch racing after her, far astern, the liner lay to for nearly twenty minutes. From the launch, once it came alongside, she took aboard a few pieces of baggage which had been left behind by a clergyman in her first cabin. And it was as the swirl of her screw began again after the accomplishment of this small task that the thick and heavy bank of fog swept in upon her and wrapped her round.

The first thing that Captain Dowdell and Pilot Johnson did in this emergency was to listen for the foghorn at Lime Point. They could not hear it, nor could anybody else aboard. Yet it is that horn which is better known for its sonorous voice than any other on the Pacific Coast, and on many a bad day its bellow has been heard in the city as far from the water front as Third and Market streets. Bereft of this guidance, master and pilot turned their ears toward the horn at Fort Point, a signal usually only less effective than its fellow on the opposite shore. But in that direction, too, there was no sound save possibly the gentle lapping of the waters round the Alameda's bows. So, with barely enough speed to give her headway, the good ship was set in a course southwest by west half west and steered for the open sea.

Captain Dowdell and Pilot Johnson knew of the ragged reef that stretches into the channel off Fort Point. It was there that the Rio de Janeiro struck and went down on a black night in February, 1901, sheering off into deep water and carrying to the bottom more than a hundred of her passengers. They knew of reef and wreck and so speculated anxiously about the silent foghorns on either hand. But for some reason which has not yet been explained they seem to have decided to take a chance, and it is asserted that instead of creeping on as cautiously as

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THE CHE-FA AND FAN-TAN JOINTS THAT OPERATE HERE

Honolulu, Oahu, Oct. 12th, 1905.

Editor Advertiser: Allow me a space in your valuable paper to express my views on the subject of gambling in Honolulu. Really gambling is going on more openly now than during the time of High Sheriff Henry.

There is four che-fa bank now in operating in Honolulu, and the names mentioned in the Advertiser of former date is correct. Hop Lee Bank is under the supervision of Lau Ping Lum. Amana Bank is under the supervision of Siu Chin Dai. Ah Kee Bank is under the supervision of Chiu Ping. Alina Bank is under the supervision of said Alina.

In regard to the fan tan joint there are five running in full blast and are located as follows:

One joint is located on Smith street in a lane above Hotel street where nineteen men were arrested, but as no evidence caught by the police the case were nolle pros. and the place is running full blast at the present time.

Next joint is on Liliha street, in a stable on the Waikiki side of Liliha, few feet above King street. This same joint was raided by the police and over twenty men were captured, but the same as above, no evidence to convict, so the men were discharged, the place is running still.

The next joint is at a stable on the corner of Vineyard and College walk, this joint has been running for two or three years and only once the place was raided, and over twenty men was captured, but like the aforesaid joint, the police cannot get any evidence and the men were discharged, and the place has been running ever since. The place is all wired with electric wire and is a very dangerous place to raid, but as the supervisors has passed an ordinance granting more power to the police in making such raid, we will see whether the police will make such arrest or not. This is the joint where all this fancy luau was given by the owner of the place on all Chinese holidays and lots of officials were seen going there and enjoying the same.

Next joint is on Hotel street near Maunakea street, and this place has been running for three weeks at the present time and never was molested by the police.

The next joint is at Waikiki, in the Joss house next to the Waikiki church, this place was raided and about twenty people were caught, they pleaded guilty the next day and were fined \$1.00 and \$1.00 cost, making a total of \$2.00 each, and on the very same night they have been playing since. The place is reported to be in charge of two men, one is a cook for a judge, and the other is a cook for the officer who has something to say about police raid.

I will keep you posted as to all the new place that is going to start, but as they have not started yet, I will not mentioned it now.

Say, editor, if what you publish now, the public is still in doubt of it, I will make an appointment with you or with any of your reporter on any evening you say and I can pilot your reporter or any other person you wish to go with me and show you the whole place.

Trusting that you will keep my name out of the paper so that your informer may not be known to the police, I remain, Yours respectfully,

ONE WHO WANTS TO SUPPRESS GAMBLING.

LIST OF THE PASSENGERS

This is the official list, revised, of the cabin passengers who were aboard the Alameda when the steamship struck the submerged rocks at Fort Point:

MISS M. J. ALLEN.
S. BARKHAUSEN.
I. G. BETTS.
MRS. G. J. BECKER.
W. M. BRAY.
MRS. BRAY.
C. R. BUCKLAND.
MISS HAZEL BUCKLAND.
MISS VIVIAN BUCKLAND.
LIEUT. W. R. CUSHMAN, U. S. N.
DR. F. R. DAY.
GORDON DICKSON.
MISS E. DOUGLASS.
A. W. EAMES.
MRS. JOHN EFFINGER, INFANT AND MAID.
MISS ALICE EFFINGER.
MISS ELEANOR EFFINGER.
MISS LOUISE EFFINGER.
L. A. FARREN.
GEORGE FISHBURN.
MRS. NELLIE FORD.
J. M. FULLER.
E. B. GIFFARD.
HENRY I. GRAHAM.
A. L. HALL.
MR. HENDRICKS.
MRS. HENDRICKS.
T. W. HOBSON.
C. J. HUTCHINS.
MRS. HUTCHINS AND CHILD.
MRS. P. J. JACOBUS, JR.
J. A. JOHNSON.
MRS. JOHNSON.
L. B. KERR.
MRS. KERR.
MISS KERR.
J. O. LUTTED.
F. W. MACFARLANE.
C. MAERTENS.
MRS. MAERTENS AND CHILD.
G. P. MENDONCA.
DR. J. MALONEY.
MRS. MALONEY AND CHILD.
MISS EMMA MOWBRAY.
DAN C. NUGENT.
MRS. NUGENT.
D. CASEY NUGENT.
MASTER MORGAN T. NUGENT.
MISS M. NUGENT AND MAID.
MRS. A. S. OLNEY.
A. J. ORAM.
M. M. O'SHAUGHNESSY.
J. N. SMITH.

MISS M. PETERSON.
F. E. RICHARDSON.
MRS. RICHARDSON.
J. S. ROSS.
MISS J. SWEENEY.
N. B. YOUNG.
H. P. WOOD.
MRS. WOOD.

The names of M. R. Scott and Sol N. Sheridan were on the ship's list of passengers, but neither of these was aboard.

HEAVY CARGO WAS IN THE HOLD

The steamer Alameda was cleared yesterday for Honolulu with an unusually large cargo, the total value being \$185,135. Probably the most notable features of the cargo were the enormous quantities of provisions and Christmas goods. To shipments of these commodities were more extensive this year than usual because of the highly prosperous condition of the people of the islands, following the harvest of the greatest and most profitable sugar crop in the history of that business. Within an hour after leaving her dock the Alameda ran upon the rocks between Fort Point and the buoy. Inasmuch as the people of the islands depend almost entirely upon San Francisco for their food supply there is strong probability that if this cargo is lost there will be a temporary shortage in several branches of the provisions line. This, however, will be of short duration, for the cable between San Francisco and Honolulu can be used for duplication of orders wherever the necessities of trade require such action. Among the leading shipments were the following: 1240 bbls. flour, 488 ctls. barley, 140 ctls. wheat, 37,880 lbs. bran, 31 ctls. corn, 4288 lbs. beans, 15,659 lbs. and 36 cs. millstuffs, 50,000 lbs. rice, 1824 lbs. hops, 41,100 lbs. malt, 32,976 lbs. sugar, 4073 lbs. dried fish, 2500 lbs. salt, 103 pkgs. prepared fish, 9042 lbs. and 9 cs. candy, 6 pkgs. olives, 30 cs. salad oil, 9434 gals. and 11 cs. wine, 629 gals. and 157 cs. whisky, 40 cs. liquors, 105 gals. and 31 cs. gin, 33 gals. and 11 cs. brandy, 949 gals. and 11 cs. spirits.

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THOMAS IS IN PORT

Transport With the Thirtieth Infantry Arrives.

In the sunset's glow yesterday, the great wall-sided transport Thomas steamed stately into the harbor and shortly after 5 o'clock was safely tied up in the naval slip.

The Thomas left San Francisco on the 5th inst. and experienced an uneventful run down, making a trifle better than her usual time.

The transport was expected yesterday morning, but was not reported from Waimanalo until 2 p. m.

A great crowd awaited the Thomas' docking, for it was the end of the day and sight-seeing was in order.

The usual scenes witnessed when a soldier-ship arrives were enacted and the spectacle was an interesting and lively one.

Outside the dock gates hacks, autos, laundry-wagons and express wagons formed a long line, while a crowd of stevedores and loafers lined the mauka end of the naval slips.

Here and there a native seller of curios displayed her wares.

On the wharf a khaki-clad guard tramped up and down and customs officers, soldiers, hotel runners, newspapermen, postal officials, newsboys, and a sprinkling of well-dressed women made a moving mass of humanity.

A few fortune-battered individuals paced the wharf and eyed the approaching vessel with interest, evidently calculating the chances of stowing away and commencing another chapter of life in the distant Philippines.

At last the vessel was made fast and the throng of warriors on the rail deserted, from feasting their eyes on the verdure-clad hills and cloud-capped mountains and turned their thoughts to preparations for going ashore.

The Thomas is quite a favorite here, her famous sweetheating voyage having lastingly endeared her in the hearts of Honoluluans. Who can easily forget that trip she made to the fevered Philippines with a freight of school-ma'ams and masters on marrying bent? A wholesale splicing followed the transport's arrival at Manila and quite a few desultory knots were tied here.

Very spick and span the transport looked, even after her seven days' trip, and there was good reason for this for she has only just come off dry dock in San Francisco, having been laid up for a thorough overhauling since June 20.

Over \$50,000 are said to have been expended on her in repairs and improvements, new boilers having been put in and capacity for 20 more berths added.

The Thomas has a big crowd aboard, including 803 enlisted men of the 13th Infantry commanded by Colonel A. C. Markley.

Among the officers aboard are Col. F. K. Ward of the Second Cavalry, Lt. Col. W. H. C. Bowen of the 13th Infantry, and Major B. A. Byrne, also of the 13th.

The only passengers for Honolulu were fifteen marines for the local naval station and J. Sutherland Ross. The latter is traveling representative of the Oceanic Steamship Co., and connecting railroad lines.

Ross was a passenger aboard the Alameda when she was wrecked and is the first eye-witness to arrive here since the disaster.

There are a large number of officers' wives aboard and when the news was learned that a dance had been planned to take place that evening for their benefit, there was some lively skirmishing after ball dresses.

The Thomas will remain here until Saturday at noon and all kinds of festivities are planned for the visitors. Tonight there will be another big dance at the Hawaiian Hotel and a concert by the band of the 13th Infantry, said to be the best musical organization in the service.

The University Club has extended the privileges of the club to the officers of the Thomas during their stay here.

Some excitement was created aboard the transport about 5:15 p. m., by a tremendous shock which fairly shook the vessel and set all hands to wondering what had happened. The shock was due to an unusually heavy blast at the Alaieka slip.

MERCHANTS ASK THAT INSURANCE MEN BE INDICTED

New York [Business Men Petition] Jerome--Subsidy Is Recommended.

(Associated Press Cablegrams.)

NEW YORK, October 13.—The Merchants' Association has passed resolutions asking District Attorney Jerome for the indictment of the officials of insurance companies making contributions to campaign funds.

CORDIAL RECEPTION TO VISITING BRITISH FLEET

TOKIO, October 13.—British Admiral Noel and a numerous suite have arrived here. They have been received with enthusiastic popular demonstrations. A triumphal arch and gaily decorated streets welcomed them to a general celebration which included a garden party by the mayoralty.

COLLINS GIVES UP.

VICTORIA, B. C., October 13.—Attorney George D. Collins, after fighting extradition bitterly for three months, has waived further proceedings and announced his willingness to return to California for trial for bigamy.

RUSSIANS ON STRIKE.

WARSAW, October 13.—Workmen in Russian-Poland, working in the sugar factories are on a strike on questions of hours and wages.

FAVOR SUBSIDY TO MERCHANT MARINE

WASHINGTON, October 13.—The bankers' congress has given its voice in favor of a government subsidy to merchant marine.

FROST IS WELCOMED.

NEW ORLEANS, October 13.—The frosty weather here promises an early end of the yellow fever quarantine.

TROUBETSKOY IS DEAD.

ST. PETERSBURG, October 13.—Prince Troubetskoj, the foremost liberal of Russia, is dead of apoplexy.

BOODLER FOUND GUILTY.

SACRAMENTO, Cal., October 13.—Ex-State Senator Emmons has been found guilty of bribery.

AFTERNOON REPORT.

WASHINGTON, October 12.—Governor Luke E. Wright of the Philippines will retire from office December 1.

CAPE TOWN, October 12.—Moreno and Morris, chiefs of the rebellious Hottentots in German Southwest Africa, captured Jerusalem Camp after severe fighting between the opposing forces. Lieutenant Surmand and five men were killed and eight wounded. The Hottentots captured a stock of stores in the camp.

GIBRALTAR, October 12.—The British repair ship Assistance is ashore at Tetuan Bay, Morocco.

WASHINGTON, October 12.—Associate Justice Tucker of the Territorial Supreme Court of Arizona has been asked to resign.

LONDON, October 12.—Earl Spencer has been stricken with paralysis and is unconscious.

NEW YORK, October 12.—William M. Ivins, an attorney, has been declared the Republican nominee for mayor of New York City.

THE JAPANESE EVACUATION OF MANCHURIA.

It is reported by the Nichi Nichi that the Japanese Army Department intends to withdraw the armies in Manchuria and Korea within six months after the ratification of the peace treaty. The expenses during this period will amount to some four hundred million yen.—Kobe Herald.